

**REMARKS**

Reconsideration of this application, as presently amended, is respectfully requested. Claims 1, 2, 6-9, 13-16 and 18-20 are now pending in the present application, claims 3, 4, 10 and 11 having been cancelled and new claim 20 having been added by the present Amendment. Claims 5, 12 and 17 had been previously cancelled. Claims 1-4, 6-11, 13-16, 18 and 19 stand rejected.

Applicants would like to thank the Examiner for the courtesies extended to applicants' representative during the telephonic interview conducted on January 14, 2010. During the course of the interview, the rejection under 35 U.S.C. §112, second paragraph, and the rejection under 35 U.S.C. §102/§103 were discussed.

With respect to the rejection under §112, second paragraph, the Examiner proposed amendments to the claims to overcome this rejection. With respect to the rejection under 35 U.S.C. §102/§103, no specific agreement was reached.

**Claim Rejection - 35 U.S.C. §112, second paragraph**

In the final Office Action, claims 1-4, 6, 7, 15, 16, 18 and 19 were rejected under 35 U.S.C. §112, second paragraph, for alleged indefiniteness. In particular, the rejection alleges that claim 1 is indefinite because the specification does not describe structure corresponding to the language "*travel data acquisition means*", as required under §112, sixth paragraph, and therefore the scope of the claim cannot be determined. Further, the rejection alleges that claim 15 is indefinite because the specification does not describe structure corresponding to the language

*“distribution means for distributing a route guide”*, as required under §112, sixth paragraph, and therefore the scope of the claim cannot be determined.

Each of claims 1 and 15 have been amended, as suggested by the Examiner during the interview, to structurally recite the elements that were the subject of the rejection, thereby removing these elements from consideration under 112, sixth paragraph. More specifically, claim 1 has been amended to change “a travel data acquisition means” to --a travel data acquisition component configured to--. Claim 15 has been amended to change “a distribution means for distributing” to --a distribution component configured to distribute--.

In view of the above amendments, reconsideration and withdrawal of the rejection under §112, second paragraph, are respectfully requested.

**Claim Rejections – 35 U.S.C. §102 and §103**

In the final Office Action, claims 1-4, 6-11, 13-16, 18 and 19 were rejected under 35 U.S.C. §102(b) as being anticipated by or, in the alternative, under 35 U.S.C. §103(a) as obvious over **Schmier et al.** (US 2002/0069017, previously cited).

Claim 1, as currently amended, recites “travel data processing means for receiving data formatted from said travel data into a predetermined input format, said predetermined input format including a vehicle ID, a route code, a next stop code, arrival time at a previous stop, and departure time from the previous stop, calculating an arrival time and departure time at/from each stop on said predetermined travel route for each vehicle, and outputting the arrival time and departure time of each vehicle at each stop in a predetermined output format, said predetermined

output format including a vehicle ID, a route code, a departing stop code, an arrival time, an arriving stop code, and a departure time.” Claims 8 and 15 have been amended similarly. For example, support for the amendments to the claims is provided in original claims 3-4 and 10-11 and in Figs. 3 and 4 of the drawings.

It is respectfully submitted that **Schmier et al.** does not disclose or suggest a travel data processing means that receives “data formatted from said travel data into a predetermined input format, said predetermined input format including a vehicle ID, a route code, a next stop code, arrival time at a previous stop, and departure time from the previous stop”, and that outputs the arrival time and departure time of each vehicle at each stop “in a predetermined output format, said predetermined output format including a vehicle ID, a route code, a departing stop code, an arrival time, an arriving stop code, and a departure time.”

**Schmier** discloses a transit data table (see, e.g., paragraphs [0026] and [0064]) that includes a vehicle ID, a route number and a stop number (see paragraph [0026]). The transit table does not include data formatted in a format including an arrival time at the previous stop and an departure time from the previous stop. Instead, **Schmier** only teaches a transit data table storing an *estimated* time of arrival at a particular stop (see paragraph [0026]).

Further, it is noted that **Schmier** uses a history of the time necessary for a vehicle to move between stops and the position of the vehicle to predict arrival time (see, e.g., page 9, col. 1, lines 1-6 of **Schmier**). For example, as disclosed in paragraphs [0065] and [0066], **Schmier** teaches calculating a predicted arrival time based on the distance between stops and the location of the bus. However, **Schmier** does not disclose that the transit data table includes travel data, as

claimed, formatted to include the arrival time at a previous stop and a departure time from the previous stop (i.e., the input format) and does not disclose outputting an arrival time and a departure time in the claimed output format.

For all of the reasons set forth above, it is respectfully submitted that Schmier does not disclose, suggest or render obvious the present invention as recited in independent claims 1, 8 and 15, and claims dependent therefrom. Reconsideration and withdrawal of the rejection under §102/§103 are respectfully requested.

**New Claim**

New independent claim 20 has been added by the present Amendment. New claim 20 is a method claim that corresponds substantially to claim 15. New claim 20 includes features related to the input format of the travel data and the output format of the route guide data. That is, claim 20 recites “receiving travel data related to a plurality of vehicles that travel on a road according to a predetermined travel route and travel time, the travel data being formatted into an input format including a vehicle ID, a route code, a next stop code, an arrival time at a previous stop and a departure time from the previous stop” and “outputting route guide data formatted into an output format including a vehicle ID, a route code, a departing stop code, an arrival time, an arriving stop code and a departure time”. It is submitted that the cited prior art does not disclose these features recited in claim 20 for the same reasons discussed above with respect to independent claims 1, 8 and 15.

**CONCLUSION**


In view of the foregoing, it is submitted that all pending claims are in condition for allowance. A prompt and favorable reconsideration of the rejection and an indication of allowability of all pending claims are earnestly solicited.

If the Examiner believes that there are issues remaining to be resolved in this application, the Examiner is invited to contact the undersigned attorney at the telephone number indicated below to arrange for an interview to expedite and complete prosecution of this case.

If this paper is not timely filed, Applicants respectfully petition for an appropriate extension of time. The fees for such an extension or any other fees that may be due with respect to this paper may be charged to Deposit Account No. 50-2866.

Respectfully submitted,

**WESTERMAN, HATTORI, DANIELS & ADRIAN, LLP**

A handwritten signature in black ink, appearing to read "William M. Schertler". The signature is fluid and cursive, with the first name "William" and last name "Schertler" clearly distinguishable.

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